

Federal Transportation Planning Requirements

Paula Hammond

Secretary of Transportation

Dave Dye

Deputy Secretary

Steve Reinmuth

Chief of Staff

Elizabeth Robbins

Manager

Transportation Planning Office

Washington State Transportation Commission

May 22, 2008



**Washington State
Department of Transportation**

Today's Focus

- What are the federal planning requirements for statewide transportation plans?
 - Background
 - Content requirements
 - Process requirements
 - MPO requirements
- Why we need to follow federal planning requirements
 - Project funding
 - Compliance with state law
- State planning requirements
- Summary

Federal Planning Requirements

Background

- Federal-Aid Highway Act (23 USC Chapter 1)
 - Administered by US Department of Transportation
- SAFETEA-LU
 - The 2005 amendment to the Federal-Aid Highway Act that added requirements to statewide and MPO transportation planning.
 - States and MPOs needed to be compliant with SAFETEA-LU or show adequate progress to meeting these requirements by July 1, 2007.
 - The 2007-2026 WTP is considered by FHWA to be compliant with SAFETEA-LU.
- Federal Regulations:
 - 23 CFR Parts 450 and 500 administered by the Federal Highway Administration (FHWA).
 - 49 CFR Part 613 administered by the Federal Transit Administration (FTA).

What are Statewide Transportation Plans?

Background (23 C.F.R. § 450.200)

“Each State carries out a **continuing, cooperative, and comprehensive** statewide multimodal transportation planning process, including the development of a long-range statewide transportation plan and statewide transportation improvement program (STIP), that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and that fosters economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution in all areas of the State, including those areas subject to the metropolitan transportation planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303.”

Long-range Statewide Transportation Plan

Content

- Minimum twenty-year forecast period at the time of adoption.
- Provide for the development and implementation of the State's multimodal transportation system.
- Include capital, operations, and management strategies, investments, and procedures.
- Reference relevant planning studies and plans.
- Include a safety element.
- Include a security element.
- Include a discussion of potential environmental mitigation activities.
- Address the federal planning factors.
- Contain a financial plan (optional).

The Scope of the Statewide Planning Process:

Planning Factors - Content

- Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.

The Scope of the Statewide Planning Process:

Planning Factors - Content

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

Long-Range Statewide Transportation Plan

Shall be Developed:

In Cooperation with: (23 C.F.R. § 450.214)

- MPOs

Through Consultation with: (23 C.F.R. § 450.214)

- Non-metropolitan local officials.
- Indian Tribal governments and the Secretary of the Interior.
- State, Tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

The State's Planning Process Shall

Be coordinated with: (23 C.F.R. § 450.208)

- Metropolitan planning activities
- Statewide trade and economic development planning
- Public transportation operation
- State air quality agency

Be consistent with:

- Regional ITS architecture
- Coordinated public transit human services plan
- Strategic Highway Safety Plan

Consider the concerns and needs of: (23 C.F.R. § 450.208)

- Non-metropolitan local officials
- Federal land management agencies
- Indian Tribal governments

Definitions (23 C.F.R. § 450.104)

- Cooperation – the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.
- Consultation – one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken.
- Consultation – the comparison of transportation plans to State and Tribal conservation plans or maps, if available, and comparison of transportation plans to inventories of natural or historic resources, if available.
- Coordination – cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.
- Consideration – one or more parties takes into account the opinions, action, and relevant information from other parties in making a decision or determining a course of action.

Statewide Planning:

Public Involvement Process

Whom?

- Citizens
- Public agencies
- Public transportation employees
- Freight shippers
- Private transportation providers
- Public transportation users
- Bike/pedestrian users
- Groups representing the disabled
- Providers of freight transportation services
- Other interested parties

Statewide Planning:

Public Involvement Process Requirements

- Document that the public involvement process provides the opportunity for public review and comment at key decision points.
- Public involvement activities must ensure meaningful participation of minority and low-income populations (Title VI of Civil Rights Act of 1964).
- Provide early and continuous public involvement opportunities.
- Provide timely information.
- Give adequate public notice.
- Have convenient and accessible meeting locations and times.
- Consider using visualization techniques.
- Make information electronically available.
- Demonstrate explicit consideration and response to public input.
- Seek out and consider the needs of the traditionally underserved (low-income or minority households).
- Public involvement process should be periodically reviewed. This review requires a minimum 45 calendar day review period for public comment.

Metropolitan Transportation Planning

The corresponding planning process for metropolitan areas and the requirements are largely the same as for statewide transportation planning.

Additional requirements for metropolitan transportation plans include:

- Transportation Management Area (TMA) requirements for areas over 200,000 population.
- Written agreement for planning from MPO, State, and public transportation operators.
- Documented public participation plan.
- Both long-range and short-range strategies/activities.
- Review and update plan at least every 4 years in air quality nonattainment and maintenance areas and every 5 years in attainment areas.
- Submittal to the Governor for information purposes.
- Minimum plan content is specified, such as:
 - Projected transportation demand of persons and goods.
 - Operational and management strategies.
 - Financial plan that is fiscally constrained.

Statewide Transportation Planning

Why Meet Federal Requirements?

- Secure project funding and approval
 - To be eligible for federal funding or National Environmental Policy Act (NEPA) approval, transportation projects must be consistent with a federally compliant long-range statewide transportation plan.
- Compliance with state laws.
- Streamline the NEPA process for future projects.
- Reduce “surprises” during project planning.
- Enhance cooperation with others.
- Reduce costs.

State Law Planning Requirements

- RCW 47.06.040 requires WSDOT to develop a statewide multimodal transportation plan to conform with federal requirements. (*State-owned and state-interest components*)
 - Highway System Plan, State Ferry System Plan, and Modal Plans
- RCW 47.01.071 requires the Transportation Commission to prepare a statewide transportation plan consistent with applicable state and federal laws.
 - Establish a vision
 - Identify policy issues
 - Recommend policies and strategies to the legislature

Statewide Multimodal and the Long-Range Statewide Transportation Plans

Similarities:

- Multimodal scope.
- 20-year forecast period.
- Government-to-Government consultation with Tribal governments.
- Detailed plan that drives investments.
- Discussion of ways to mitigate impacts to affected environmental resources.
- Coordination with state and federal regulatory agencies.
- Coordination with local governments.
- Similar planning factors (federal includes Economic Vitality).
- Projects must be consistent with multimodal transportation plan for state funds and with long-range transportation plan for federal funds.
- Public involvement.

Summary

- Statewide and metropolitan plans must meet federal planning requirements.
 - content
 - process
- Long-range Statewide Transportation Plan (*federal law*) has similar functions to Statewide Multimodal Transportation Plan (*state law*).
- Compliance is critical for federal funding and federal project approval.

Questions?

For more information on Federal Transportation Planning Requirements, please contact:

Elizabeth Robbins, Manager
Transportation Planning Office

360-705-7371

RobbinS@wsdot.wa.gov